

PROPOSED HM-215E IS COMPLICATING THE PROCESS OF HAZARDOUS COMMUNICATION. THE AIR ELIGIBILITY RULE IS DUPLICATION OF THE UN PACKAGING REQUIREMENT. IF THE PACKAGE HAS BEEN TESTED UNDER UN CERTIFICATION IT IS FIT FOR AIR. ALSO THE LABEL AND MARKING REQUIREMENT HAVE SO MANY LABEL AND MARKING ON A PACKAGE. THERE IS NOT ENOUGH ROOM FOR THE AIR ELIGIBILITY MARKING. THE CARGO AIRCRAFT ONLY LABEL THE TWO ISO UP ARROWS THE DOT LABEL THE UN CERTIFICATION MARKING. THEN FOR AIR SHIPMENT THE HAZARDOUS DECLARATION MUST ALSO BE ON THE CONTAINER. THERE IS NO MORE ROOM FOR ANOTHER LABEL!

DO NOT CHANGE THE SEQUENCE FOR THE BASIC DESCRIPTION OF HAZARDOUS MATERIAL ON SHIPPING PAPERS. THIS WILL ONLY CONFUSE EVERYONE.

KEEP THE REGULATIONS SIMPLE! EASY TO UNDERSTAND FOR FIRST RESPONDERS.

BEST REGARDS

JOHN MCKENDRY